

Story Of "Flying In Japan"

Young Treasure Hunter Recounts Difficulties Of Formosa "Visit" En Route To Philippines Bonanza

Trip Ended In Bay At Basco As Typhoon Struck Craft; 22-Year-Old Adventurer Plans To Start With Another Boat

(Herewith is the account of the eventful voyage of the Flying Dutchman as told by Mr. Gene Roubin, 22-year-old adventurer, to The Shanghai Evening Post. Mr. Roubin, who in company with Mr. Hints Wrede and Mr. William Gates sailed to Formosa where they were apprehended on charges of espionage, has just returned to Shanghai from the Philippines, where the trip reached its climax.)

By GENE ROUBIN

THE Flying Dutchman with its crew of three hoisted sail at Shanghai on the fourth of April. We were bound for Luzon Strait where we hoped to explore some of the small islands in the Ballintang Channel, islands about which there were rumors of buried treasure, and other remarkable things we wished to investigate.

As soon as we were past Woosung the boat began to leak badly, but there was no turning back then for fear of losing face with those who had seen us off. In the weeks of misadventure that followed we often wished we had heeded this evil omen at the start, and beat it back home, for the Flying Dutchman lived up to the name she turned out to be a haunted ship, haunted and hunted.

THE news of her troubles in Formosa was given briefly to the whole world at the time, but heretofore the exact details of this misfortune and those that followed were not published. Of course we were out for adventure, so we can't complain of what happened to us during the search. As it was we were lucky to come through with our lives after trusting them to a 30-foot hatch-rigged sailboat at the mercy of winds and waves, not to mention Japanese police.

For some time out of Shanghai it wasn't bad in spite of the surplus of bilgewater; there were a couple of calm days, and then we ran south before a good northerly breeze for a while. The breeze stiffened, however, and blew at a force of 9 or 10. We rode all night with only a slight swell, but the waves were able to bring her head around into the gale and hold there with a sea anchor.

We were blown for 36 hours, then down a squall line with a strong wind at our back, but no sun to give us our position. Naturally we were quite happy when we sighted a Japanese fishing boat which came alongside and showed us the chart to follow from the coast. The Japanese saved us from a bad haul, but the waves became so bad we had to cut off our sails and go ahead.

THAT'S how the Japanese knew in advance of our coming and had time to prepare a reception. When we reached Keelung 10 days after departing from Shanghai, the authorities came aboard and made a search, taking our camera and developing the film, although they found nothing incriminating, they took us to the police station and piled us with questions from 7 p.m. until 2 o'clock the next morning. Evidently they wired to the Japanese Consulate in Shanghai, for we were O.K'd, but during the six days of our stay, one detective always trailed us.

After buying provisions and shoving off we thought we were through with Formosa, but it turned out otherwise. Three days later a storm drove us to seek shelter in Casawan Bay where we stayed overnight. Next day the Flying Dutchman got caught in the Blackstream current that flows north ward along the east coast of Formosa, and after three days we were passing Casawan Bay again about four miles off shore.

Our reappearance created suspicion, and another inspection was prepared for us in Basco. As we were passing the three armed officials came out and searched us in to replenish our water supply. We fell for the ruse and as we stepped ashore were presented with three warrants for arrest, all made out with our names and ages from the records at Keelung. Mr. Gates and Mr. Wrede were put in prison immediately, while I stayed on board that night to look after the boat. The date was April 29; I remember because we wrote it on the walls of the jail.

By EUGENE LYONS
(American Mercury)

TEXT in importance to the closed shops, in the ordinary Muscovite, is the government store. The largest of these is on the Tverskaya street and is still popularly known by the name

I accompanied the Flying Dutchman to a safe anchorage at Shinko 25 miles away and was taken back by auto to the houseboat at Taito. For five days we stayed there with no interpreter and no knowledge of what was to become of us. Finally the American Consul at Taihoku heard about it and sent an interpreter. No evidence was found by him, but we were sent to Giran for trial. Our first day there was spent in a detention cell, and then we were put in prison, where the American Consul came and told us we were to be held 10 days more, and that our fine would be not more than 1000 yen and not less than 200. When no proof of espionage could be found the charge had been changed to entering a closed port.

On the day set for release a Buddhist priest with a beaming face came and asked us if we were happy at the thought of going free. Sure, let us out, we replied, thinking he was joking, or at least give us a cigar. It proved true, however, and we walked out, paid 200 yen plus money for food and transportation back to Shinko, and boarded the Flying Dutchman. Gates, however, was suffering from rheumatic paralysis in his arm, so had to wait for a ship to Manila. Wrede and I asked to be towed against the current that had brought us into this trouble, and on May 18 by government order we were taken to the southernmost point of Formosa four miles offshore. In parting, we agreed willingly never to return.

SETTING sail for Ibayat Island of the Batan group we made the 90-mile crossing of the Bashi Channel in 24 hours with the help of a northwest wind. We passed by the rocky cliffs and tried to go on to Basco, but the wind changed to southwest and we found ourselves drifting out into the Pacific. Buffeted by waves the rudder was damaged and we drifted helpless for five days.

Once we sighted an oiltanker only four miles away against the setting sun, but although we tried to signal them by burning cans they showed no response. Two days later when the weather was better we were able to go overboard and fix the rudder. A northerly breeze enabled us to go back through the Ballintang Channel, noted for its capricious winds, and reach the island of Calayan.

We spent six days on this Philippine island, enjoying its beautiful beaches, coconut palms and friendly natives, who were glad to exchange food and water for a little "tin," their name for any metal. Here it was that Li Ma Hsueh, Chinese pirate of the 18th Century, was supposed to have buried his treasure, but subsequent searches have only revealed some empty boxes and many wild pigs.

BARUAH was our last stop. I call a place where we were said to be buried, but I think

have been true when the custom to kill the crew, but today in the Philippines there are only 150 men, due to the fact that a fugitive who made himself improve the method of the industry, but did little for the textile industry, for the people wear no clothing except an occasional G-string.

We left after three days and tried to sail to Appari, a port on the northern coast of Luzon. A calm left us drifting in currents northward until we were back at Ibayat again, where we stayed 35 days with no favorable winds for a return south. While there we made some repairs on the boat, living on rice and fish in the meantime.

At last an easterly breeze took us across to Sabtan, where I had two narrow escapes from a man-eating shark, when I tried to recover a sail-hook 30 feet below the surface. I therefore decided that the gadget wasn't absolutely necessary.

WHEN we crossed to Basco, it proved to be the end of the voyage as far as the Flying Dutchman was concerned. We purchased provisions there and began repairing the leaks in the hull. A US Army General surveying the island field, wanted to help us get to Manila, but his small gunboat was too small to carry the ketch, so we were forced to stay.

A typhoon blew from the Philippines about the time we finished the repairs.

bay at Basco, there to be broken up by pounding

We of the crew waited until the steamer Isador called in to leave election then were taken to Manila, on August 16 almost four months after leaving Basco. There we found Gates in hospital at Cavite. He returned to Shanghai ahead of me and on his way to the United States while Wrede remained in Manila, expecting to go to Germany. I believe the Flying Dutchman might not have such a trip and unfortunate end, not been detained in Formosa, we lost the favorable wind delay, and from then on the ketch led to another

However, I'm not going now that she's in her hands, hope to get another boat. A luckier voyage next time.

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Voyage Of The Flying Dutchman



Top, the three adventurers — Rcubin, Wrede and Gates (left to right). Center, friendly natives at Calayan. Lower left, the Flying Dutchman before disaster. Lower right, a Formosan fisherman—this last photo having been developed by the police.

READY FOR NEW ADVENTURES

Mr. Gene Rouben Tells of His Experiences on Thrilling Voyage in Southern Seas

Adventure to Mr. Gene Rouben is the very stuff of life. One of a party of three who left Shanghai in a 30-ft. ketch in the late spring of this year to search for gold in New Guinea, he is in no way deterred by the loss of their boat, The Flying Dutchman, which was pounded to pieces on the shores of a small rocky island, one of a group to the north of Luzon. Days spent in prison, drifting helplessly in a rudderless boat, marooned on islands owing to unfavourable weather, and two narrow escapes while swimming in shark-infested waters, he accepts in a truly philosophic manner. He was out for adventure, he got it, and he is quite willing to go through it all again, provided he can find a suitable boat at a reasonable price.

Mr. Rouben returned to Shanghai yesterday in the ss. President McKinley. His companions on the ill-fated trip of The Flying Dutchman were Mr. William S. Gates, formerly a lieutenant in the U.S. Navy, and Mr. H. G. Wrede, a German. Mr. Gates, who was taken ill in Formosa when the three were thrown into prison on charges of espionage, which were later changed to anchoring in a closed harbour, recently returned to Shanghai and gave the "North-China Daily News" an account of the adventures of The Flying Dutchman up to Formosa.

Unfavourable Weather

Yesterday, Mr. Rouben finished the story. He and Wrede left Formosa, intending to cross the Bashi Channel and make the group of Baiian Islands, which are the most northerly of the Philippines. The weather, however, proved their undoing. Their enforced stay in Formosa lost them the chance to cross the Bashi Channel under favourable conditions. The south-west monsoon had set in, they encountered tremendous seas and for five days, buffeted and battered, their rudder broken, and their craft continually leaking, they drifted helplessly out into the Pacific. On the third day,

whilst in this helpless plight, they sighted an oil-tanker. Their food was running short and they did everything in their power to attract attention. "She lay about three or four miles distant," Mr. Rouben said. "I could see her outline plainly, but she either did not or would not see us."

Two days later, with their rudder patched up with ropes, and the seas having abated, they limped into a safe anchorage off the island of Calayan. There they remained six days, effecting repairs to the boat and taking in fresh water.

The Island of Women

From Calayan they crossed to the island of Babyuan, reputed to have twenty women to every man. "We found that to be a fallacy," Mr. Rouben said. "Actually there are about 150 inhabitants, and the women are in the greater proportion by two to one." They ascertained the story was correct about 45 years ago, when the majority of male children born were killed. About 30 years ago, however, a fugitive from justice established himself on the island, where he became the ruler. He it was who stopped the practice of killing male children.

The Island of Babyuan, Mr. Rouben said, is self-supporting. The inhabitants, descendants of Filipinos and a tribe known as Igorots, live on sweet potatoes and rice. The island itself is a live volcano, which is constantly changing its point of eruption. The last big eruption occurred seven years ago. Mr. Rouben said the natives were friendly, but he thought some were suffering from leprosy. The inhabitants also have a few cows and pigs.

The prevailing winds were still unfavourable when they set sail again and they were forced to run for the island of Guinapac. There they were marooned for 35 days, existing entirely on sweet potatoes and rice which they obtained from the natives.

A Strange Encounter

Later, when they were again stranded on a small island, they met Gen. Parker—Mr. Rouben was unable to give his initials—who was surveying the islands in the hope of finding one suitable for turning into an aerodrome. Gen. Parker and his party gave them what assistance they could, but they were unable to do much.

It was shortly afterwards that, encountering heavy seas they beached The Flying Dutchman, but were unable to drag her far enough up from the shore, and the waves reached her and smashed her against the rocks, breaking her bottom and badly damaging the cabin.

Twenty-six days later a steamer, which visited the island on which they were stranded once in three months, picked them up. Mr. Rouben wanted to take The Flying Dutchman back with them, but the captain did not want to wait, as the weather conditions were bad.

Shark Infested Waters

Mr. Rouben said that the water among these islands and even those of southern Formosa is shark-infested. Off one of the islands, when he went down to examine the anchor of the ketch, a huge monster came towards him, but he managed to scramble back into the boat in time. The next day, he refused to go down, but on the following day, thinking the water would be clear, he against went below only to be chased back into the boat again.

Speaking of their experience at Formosa he said they were forced into Casawan Bay by bad weather. The Japanese told them if they came ashore they could get fresh water, but as soon as they stepped ashore they were presented with warrants for their arrest. The charge against them at first was espionage, but later, when the authorities could not find anything in the boat to support the charge, it was changed to anchoring in a closed port. They were imprisoned first in Taito for five days, during which they were not permitted to communicate with the American consular authorities. Then they were sent to Giran, where they stood their trial. "It consisted of pure cross-examination," Mr. Rouben said. As a result, they had to pay a fine of ¥200 and the expenses of their food whilst in prison.

Mr. Wrede is now in Manila and he hopes to go back to Germany shortly. Mr. Gates returned to the United States in the ss. Potsdam.

"What about yourself?" the interviewer asked. "I'm quite willing to do the whole trip again," Mr. Rouben replied with ready smile, "and this time get down to New Guinea."



"N.-C.D.N." Photo.

MR. GENE ROUBEN,

who arrived back in Shanghai yesterday in the ss. President McKinley. He was one of a party of three adventurers, who left Shanghai last April in search of gold in New Guinea.

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SHANGHAI MUNICIPAL POLICE
S. B. REGISTRY
No. S. B. D. 6734
Date

AN ADVENTURER IN SEARCH OF HUMDRUM LIFE

Cured by Experiences in 30 ft. Ketch: Hard Times in Japanese Gaol and Hospital

Mr. William S. Gates has finished with adventure. All he wants now is to go home, get a decent job and settle down to as humdrum an existence as he can find. Back in Shanghai with thrilling tales of being buffeted about by winds and waves in a 30 ft. ketch; of arrest and days spent behind prison bars while Japanese authorities investigated charges of espionage; and of more days spent in hospital beds from sickness contracted in prison, Mr. Gates, who returned to Shanghai on Monday on the U.S.S. Stewart, from Manila, admitted yesterday that he was tired of exciting romance.

Mr. Gates, formerly a lieutenant in the U.S. Navy, sailed from Shanghai on April 15 in the 30-ft. ketch, The Flying Dutchman, with Mr. H. G. Wrede, a German, and Mr. Gene Rouben, a Russian, of Shanghai, as his companions. Ten days later, they arrived in Keelung, on the Island of Formosa, where they stopped for fresh water and to recover from the bad blow they encountered three days out of Shanghai. It was not until they anchored off Taito, on the east coast of Formosa, that they were arrested.

Suspected Spies

"All we wanted was more water and a night's pleasant sleep", said Mr. Gates. "The Japanese, however, arrested us as soon as we stepped ashore. The real purpose was an investigation of espionage, although their charge was violation of the Japanese navigation law by anchoring in Formosan waters without permission."

The three were held in prison for thirteen days during the investigation, and finally were fined Y200 for an infringement of the navigation laws and turned loose. Mr. Gates gave up his adventuring then and there for, while lying in the hospital subsisting for the first few days on prison fare of cold rice and fish, he contracted inflammatory rheumatism in his elbow. As soon as he was released, he went to the hospital in Taihoku, the capital of Formosa.

Relating his gaol experience, Mr. Gates said: "They put us in detention cells with wooden bars and fed us at meal-times through small openings in the bars. After the first few days of almost starving, because somehow or other the prison fare was thoroughly unappetising, we were allowed to purchase our own food, which was better."

Unexciting Job Wanted

After spending six days in the Formosa hospital, Mr. Gates went by a small Japanese steamer to Hongkong and from there to Manila on the ss. Empress of Asia. He stayed in the Navy hospital at Canacao for three months and then came back here. His present plans are to sail from Shanghai on the ss. Potsdam, returning to America by way of Europe, and, after further treatment

for his arm, to make an attempt to obtain some sort of an unexciting job.

Meanwhile, during Mr. Gates' hospital sojourn, the other two wanderers were continuing their adventures. What happened to them was a mystery until a short time ago, when cables and letters finally were received here by Mr. Gates and the mother of Mr. Rouben. According to the returned adventurer, Mr. Wrede and Mr. Rouben had the ketch returned to them by the Japanese officials, who towed them to the southern point of Formosa and wished them bon voyage.

"They then," said Mr. Gates, "went to the Batanes Islands. The delay caused by the Japanese authorities hindered their progress and forced them to arrive at the monsoon time, thus necessitating a stay there of two months. They finally managed to arrive at islands that had telegraphic communication with the outside world and sent telegrams to their friends and families.

In Search of Gold

During their sojourn on the island of Basco, they discovered that their boat, buffeted by adverse winds, and strained by waves and typhoons, could not cope with the winds of the island waters and so they proceeded, by the ss. Isodoro Pons, which touches Basco three times yearly, to Manila, where they are now trying to obtain another boat to carry out their original plans, which were to go to New Guinea to prospect for gold, or to work in gold mines there.

Mr. Gates is quite firm in his contention that he has had enough of small boats and is looking forward to his trip in the Potsdam. The Flying Dutchman trip was his third experience in sailing, although this was the smallest boat. The other two were schooners. His first sailing trip was on the Valentine-Franklin-Barnett treasure hunting expedition at Cocos Island, off the coast of Costa Rica, where a fabulous amount of gold and silver is supposed to be buried. Mr. Gates admitted that his party found no trace of the treasure. His second trip was as navigator in a converted lumber schooner from Panama to Sydney, Australia.

Not What It Used to Be

Recent communications from the other two members of the Flying Dutchman expedition advised Mr. Gates that, after they sailed from Formosa, the stoves refused to work and the two subsisted on cold foods for two weeks. During their enforced sojourn in the islands they existed on native foods, such as yams, coconuts, and turtle eggs. If it were not such a far-fetched story, Mr. Gates admitted that he might be persuaded to visit Babuyan Island after all. This island, just north of Luzon, is reputed to have 20 beautiful women to each man. It was the original intention of the party to investigate this story. The other two,

after nearly wrecking their boat in an attempt to land at this island, learned that the story was told 35 years ago, but that conditions since have changed.

Adventure is not what it used to be, in the opinion of this weary wanderer.

File
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80 AUG 1935

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"N.-C.D.N." Photo.

THE FATAL SPOT

Mr. William S. Gates, one of the three adventurers who set sail in the Flying Dutchman last April, points to the spot in Formosa where they were arrested by Japanese authorities and their trip delayed.

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S. B. D.

**FLYING DUTCHMAN
AT MANILA****Nearly Wrecked in Typhoon
North of Luzon**

Manila, Aug. 18.

It was learned here to-day that Mr. H. G. Wrede and Mr. G. Roubin arrived here several days ago after the Flying Dutchman, the yacht in which they are travelling was nearly wrecked in a typhoon off Batanes Islands, north of Luzon.

It was reported the men left the third member of the party, Mr. S. Gates, in Formosa where he was taken ill.—United Press.

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Shanghai Men Are Set Free By Japanese

Crew Of Ketch Who Were
Held In Formosa Are
Fined, Released

STRICT QUESTIONING FOR SEVERAL DAYS

American Member Going To
Report On Matter To
His Consul

GIRIAN, Formosa, May 11.—After undergoing the strictest questioning for several days, the crew of three of the Shanghai ketch Flying Dutchman, who ran foul of the Japanese authorities on May 2, obtained their freedom to-day—but only after payment of a fine of 200 yen.

Immediately after his release, Mr. W. S. Gates, the American member of the crew, left for Taihoku to report to the American Consul there.

In the meantime, his colleagues, H. G. Wyde, 26-year-old German, and Gene Roubin, a Russian, are preparing to leave the island at the first opportunity.

The party sailed from Shanghai in their 33-foot sailing boat on April 2, planning to travel to the Philippines, New Guinea, the Cocos Islands and South-west Africa.

The crew, however, ran foul of the authorities in Formosa exactly a month after starting on their voyage. They were taken into custody on May 2 on a charge of suspected espionage after rounding the south-end of the island.—Reuter.

TAIHOKU, FORMOSA, May 11.—Otto Kriez, a Shanghaiander and the owner of the yacht Osten, who was arrested in the middle of April on a charge of entering the strategic zone in Formosa without leave, was brought up at the Taichu district court to-day.

After a short hearing, he was fined 200 Yen for violating the Shipping Law and released.

The Osten, with a crew of two, Kriez and a Frenchman named Severin Ruffio, sailed from Shanghai on April 1 in an attempt to reach the United States. About a fortnight later, however, the trip was rudely interrupted by the Japanese authorities at Taichu, Formosa, arrested the couple on a charge of espionage.

Ruffio was released after short questioning, but Kriez was taken to Taichu, in Taichu Prefecture, for trial.—Reuter.

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Shanghai Adventurers In Formosan Inquiry

American Consul At Taihoku Continues To Confer
With High Court Procurator Regarding The
Arrest Of Former U.S. Naval Officer

GIRAN, Formosa, May 8.—Mr. John B. Ketcham, American Consul at Taihoku, to-day continued to confer with Mr. Umizo Matsuo, Procurator of the Giran branch of the Taihoku High Court, in connection with the arrest of Mr. William S. Gates, 28, former United States naval officer, who was charged by police authorities, with having violated the Japanese Marine Act and suspected of photographic espionage.

Mr. Gates was detained for the second time in a month at Taito, South-East Formosa, when the 33-foot ketch the Flying Dutchman, in which he sailed from Shanghai with Mr. H. G. Wrede, 26, German, one-time employee of the Trans-Ocean News Agency's Shanghai bureau and Mr. Gene Roubin, 21, Russian, was taken under escort by a police cutter when it appeared off the island harbour.

Documents And Photographs

Police seized all documents found aboard and claimed to have found photographs "which indicate that the passengers of the vessel were involved in espionage."

The matter was referred to the judicial authorities and the men brought here from Taito to be examined.

Procurator Matsuo to-day emphatically denied in an interview the report distributed two days ago by a news agency, not Rengo, stating that he had announced that the men would have to stand trial on a charge of having violated the Marine Act.

The questioning of the accused, Mr. Matsuo said, will probably be concluded to-day and he would then decide whether or not to file indictments against them tomorrow or on Friday. Until then, he asserted, his office had no announcement to make.

Mr. Ketcham arrived here yesterday from Taihoku on express orders of Mr. Joseph C. Grew, United States Ambassador in Tokyo, who also has sent documents vouching for the character and integrity of Mr. Gates, whose father is said here to have been at one time a member of the United States House of Representatives.

Adventures Of Party

Mr. Gates and his companions left Shanghai on April 2, planning to travel to the Philippines, New Guinea, Cocos Island and South-west Africa.

On April 8 they were picked up by police authorities as they entered Keelung and examined, but released on April 15. They then continued on their leisurely cruise which was scheduled to take them from Formosa to Babuyan Island off the north coast of Luzon in the Philippine Islands. Entering Taito on April 29, they were again arrested.

According to original plans of the three adventurers they were to prospect for gold in New Guinea; try their luck at pearl fishing off the north coast of Australia; attempt to recover the gold said to be contained in the holds of the German raiding cruiser Emden, sunk off Cocos Island in 1915, and finally seek to salvage bullion from the Spanish galleon Cormoran, said to have foundered in 1520 about 800 miles from Luderitzbuch, South-west Africa. Their voyage was to take one year.—Rengo.

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MAY 1935

Shanghai Yacht Cruisers To Be Tried At Giran

3 Local Adventurers Removed To Procurate After Initial Probing

TOKYO, May 5. (Reuters).—The three Shanghailanders, comprising the entire crew of the 33-foot ketch Flying Dutchman, who ran foul of the Japanese authorities in Formosa on Thursday, will have to stand trial on charges of violation of the Shipping Law and suspected espionage.

According to despatches today from Taito, in southeast Formosa, the examination of the three foreigners have just been completed, and they are now on their way to the procurate at Giran City for trial.

The men involved are:

W. S. Gates, 28, an American, formerly an officer in United States Navy, the navigator of the ketch;

H. G. Wrede, 26, a German, until recently the Shanghai representative of a German news agency; and

Gene Roublin, 21, a Russian with a Chinese passport, who claims to be able to go under water to a depth of 60 feet without a diving suit and to be able to stay submerged for two minutes.

Left Here April 2

The crew left Shanghai on April 1, planning to travel to the Philippines, New Guineas, the Cocos Islands and South-West Africa.

They intended to try to recover the gold the German raider Emden is supposed to have had aboard when she was sunk off Cocos Island by the Australian cruiser Sydney in 1915.

They also intended to salvage the Spanish galleon Cormoran, sunk in 1520 about 800 miles from Luderitzbush, in South-West Africa, and believed by the German member of the party to have several million dollars worth of gold in her holds.

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8 MAY 1935

**EMBASSY INVESTIGATING
FORMOSA ARRESTS**

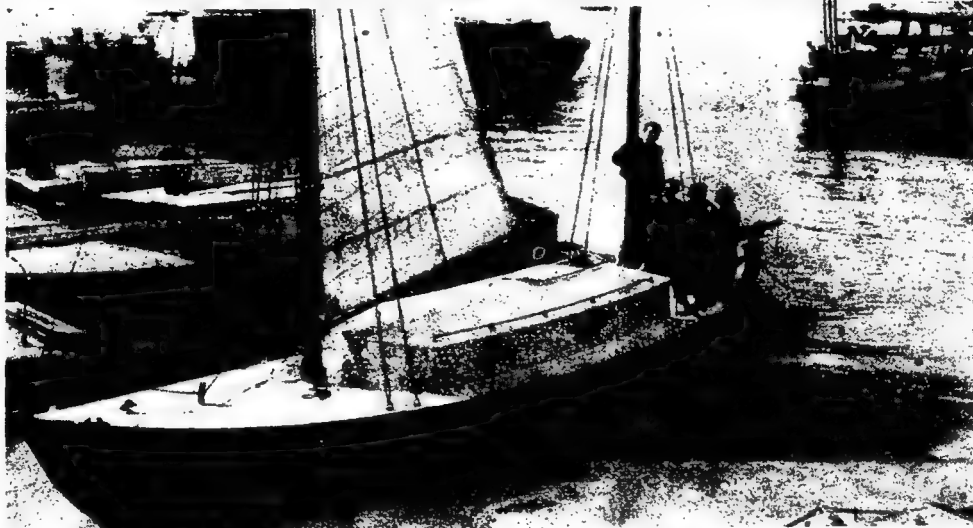
Washington, May 2.

Investigation is under way of reports that an American, a Russian and a German are being held at Taito, Formosa, on espionage charges. Mr. Joseph C. Grew, United States Ambassador to Japan, told the State Department by cable late to-day. The Ambassador said that the only information so far received was in the form of press dispatches.—United Press.

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MAY 14 1935

"FLYING DUTCHMAN'S" VOYAGE IS HALTED

S. B. FONG



Above is shown the ketch rigged "Flying Dutchman" in which three Shanghai youths set out on a search for sunken treasure. The ship and occupants are being held by Formosan authorities

on charges of espionage. Our picture shows the navigators aboard their ship in the Shanghai harbour as they bade good-bye to their friends.

[Ah Fong.]

Crew Of "Flying Dutchman" Arrested By Japanese

Shanghailanders In Charge Of 33-Foot Ketch Are Accused Of Violating Shipping Law: Said To Have Surveyed, Photographed Coast

TOKYO, May 2.—The crew of three of the 33-foot ketch Flying Dutchman, which left Shanghai exactly a month ago on a projected journey half way around the world, have been arrested by the Japanese authorities in Formosa, according to despatches reaching Tokyo this morning.

The three men, two Americans and a German, were: W. S. Gates, 28, formerly an officer in the United States Navy, the navigator of the ketch; H. G. Wrede, 26, until recently the Shanghai representative of a German news agency; and Gene Roubin, 21, who claims to be able to go under water to a depth of 60 feet without a diving suit and to be able to stay submerged for two minutes.

The despatches state that they

were taken into custody at Taito in Southeast Formosa on April 25 on charges of violating the Shipping Law and illegal surveying photographing of the coast.

The men have been sent to the procuratorate at Gikan City for trial.

Former U. S. Officers

Press reports allege that the leader is a first-lieutenant in the United States Naval Reserve and that his two companions are also former American Naval officers.

If the ketch is actually the Flying Dutchman, these reports must be inaccurate, as Mr. Wrede is a German.

The despatches state that the sailing boat appeared at Keelung in the middle of April and the crew informed the port authorities that they were in the course of a voyage from Shanghai to Manila.

Later the three men were held up, and subsequently released, at several points along the west coast of Formosa.

Finally they were arrested after rounding the south-end of the island.

The United States Embassy here has, so far, received no information concerning the affair, but doubts the press reports that the crew are all Americans.

When the crew left Shanghai, they planned to travel to the Philippines, New Guinea, the Cocos Islands and Southwest Africa.

Search For Emden Gold

They intended to try to recover the gold the famed 10,000-ton German raider, Emden, is supposed to have had abroad when she was sunk off Cocos Island by the Australian cruiser Sydney in 1915.

An attempt was also planned to salvage the Spanish galleon Cormoran, sunk in 1520 about 800 miles from Luderitzbuch, in Southwest Africa, and believed by the German member of the party to have several million dollars worth of gold in her holds. He said he discovered its location by accident about six years ago.—

Reuter.

THREE SHANGHAI ADVENTURERS HELD IN FORMOSA



"Braving the unknown perils of many seas," the above picture was captioned in "The Shanghai Times" of March 18, announcing the departure on April 2 of three Shanghai adventurers on a quest for hidden treasure. They are, from left to right:

W. S. Gates, Gene Roubin and H. G. Wrede, the first two named being Americans and the latter a German. Reports from Formosa state that they are being held for trial at Gikan City on charges of espionage.

102498

SHANGHAI BOAT DETAINED

**Crew of Flying Dutchman
Arrested in Formosa**

ESPIONAGE CHARGES

**Expedition to Recover
Sunken Gold**

Tokyo, May 2.

The crew of three of the 33-foot 4½-ton ketch Flying Dutchman, which left Shanghai exactly a month ago on a projected journey half way around the world, have been arrested by the Japanese authorities in Formosa, according to despatches reaching here.

The three men, two Americans and a German, were:

W. S. Gates, 28, formerly an officer in the United States Navy, navigator of the ketch;

H. G. Wrede, 26, until recently the Shanghai representative of a German news agency; and

Gene Roubin, 21, who claims to be able to go under water to a depth of 60 feet without a diving suit and to be able to stay submerged for two minutes.

The despatches state that they were taken into custody at Taito in southeast Formosa on April 29 on charges of violating the Shipping Law and illegal surveying and photographing of the coast. The men have been sent to the procurate at Giran City for trial.

Detained Previously

Press reports allege that the leader is a first-lieutenant in the United States Naval Reserve and that his two companions are also former American naval officers.

If the ketch is actually the Flying Dutchman, these reports must be inaccurate, as Mr. Wrede is a German.

The despatches state that the sailing boat appeared at Keelung in the middle of April and the crew informed the port authorities that they were in the course of a voyage from Shanghai to Manila.

Later, the three men were held up and subsequently released, at several points along the west coast of Formosa.

Finally, they were arrested after rounding the south end of the island.

Attempt to Recover Gold

The United States Embassy here has so far received no information concerning the affair, but doubts the press reports that the crew are all Americans.

When the crew left Shanghai, they planned to travel to the Philippines, New Guinea, the Cocos Islands and Southwest Africa.

They intended to try to recover the gold the famed 10,000-ton German raider, Emden, is supposed to have had aboard when she was sunk off Cocos Island by the Australian cruiser Sydney in 1915.

An attempt was also planned to salvage the Spanish galleon *Cormoran*, sunk in 1820 about 800 miles from Luderitzbuch, in Southwest Africa, and believed by the German member of the party to have several million dollars worth of gold in her holds. He said he discovered its location by accident about six years ago.—Reuter.

All Sorts of Records Seized

Taihoku, Formosa, May 2.

Secrecy to-day continued to surround the case. The police allege that, after the vessel was sighted "acting suspiciously," a cutter was sent out in pursuit and brought her into harbour.

Upon examination, the police allege, "all sorts of records, photographs of the coast-line taken at various places and hydrographic maps" were found.

This led to the crew being handed over to the judicial officials, the Taito authorities said.

The Taito authorities seized all papers, including the men's passports. Gates carried one issued by the United States Department of State, Wrede one bearing the stamp of the German Consulate-General in Shanghai, and Roubin, who is a Russian, one given out by the Shanghai Chinese Municipality, the reports stated.—Rengo.

April

5

35.

Sir,

** enclosed
Tele. 16*

I have the honour to acknowledge receipt of your letter No. 1282 dated April 2, 1935, and to forward herewith a ^{*}copy of a police report regarding the three persons whose names were mentioned in your communication,

I have the honour to be,

Sir,

Your obedient servant,

Signed: (J. P. Givens)

Deputy Commissioner (Special Branch).

J. Van den Berg, Esq.,

Netherlands Consulate-General.

SHANGHAI MUNICIPAL POLICE.

Section 2, Special Branch.

REPORT

Date April 4, 1935.

Subject Heinz Gerhard Wrede, William S. Gates and Gene Roubin - Communication from the Netherlands Consulate-General, dated April 2, 1935.

Made by D.S. Sansom

Forwarded by

In connexion with the communication from the Netherlands Consulate General, dated April 2, 1935, regarding the three above named individuals, who have planned a cruise to New Guinea in a 33 foot sailing boat named The Flying Dutchman, I have to report that the party sailed from Shanghai at 3p.m. on April 4, 1935. The object in view is to reach New Guinea, via Formosa, Manila and the Netherlands East Indies, and earn a livelihood at pearl diving.

The following is known concerning these individuals:-

Heinz Gerhard Wrede, born at Stettin, Germany, on February 22, 1909. Came to Shanghai from Manila in 1930 after spending some time in America, and obtained employment with the Pacific Trading Co., No. 4, Rue du Consulate. Joined the S.M.P. on Sept. 1, 1931, and was dismissed from the force on April 21, 1933, due to misconduct. He then found employment with the Transocean News Service at Nanking, where he remained for five months. He was arrested in Shanghai (Sinza District) on August 4, 1933, on a charge of Common Assault. The charge was later withdrawn.

William S. Gates, born at Joplin, Missouri, on February 13, 1907, and educated at the Annapolis Naval Academy. Sailed in a small yacht from New York to Australia during 1933, and came to Shanghai by steamer in September, 1934. Nothing detrimental to his character is known.

Gene Roubin, born at Baku, Caucasus, on December 29, 1912, and came to Shanghai via Harbin in 1924. He was educated at the Shanghai American School. In 1934, after having been employed with the Far Eastern Salvage Co. for 4 years, he left Shanghai and spent 8 months exploring Szechuen and Tibet.

SHANGHAI MUNICIPAL POLICE.

File No.....

REPORT

Station,
Date.....19

Subject.....

Made by.....Forwarded by.....

-2-

Nothing detrimental to his character is known.

A. S. S. S. S.

D. S.

Deputy Commissioner (Special Branch)

File
J. H. G.

5 APR 1935

No.1224.

SHANGHAI, 3 April 1935.

Sir,

Further to my letter of 2 April 1935, No.1182, I have the honour to inform you that Gene RUBIN, mentioned therein, showed me a passport, No.250538, 外字, No.5618, issued on 31 March 1935 by the local Bureau of 'Public Safety, to the name of G.J.ROUBIN, age 19, profession a salvage diver, height 5'7 3/4", for the voyage to Formosa.

As the trio intended to sail to-day, there was no time left for Rubin to apply for a visé.

I have the honour to be,

Sir,

Your obedient servant,


Chinese Secretary.

T.P.Givens, Esquire,
Deputy Commissioner (Special Branch),
Shanghai Municipal Police,
SHANGHAI.

*Reg. Please put up
file.*
attached
APR 1935

No.1282.

SHANGHAI, 2 April 1935.

Sir,

I have the honour to inform you that the following persons intend to leave Shanghai shortly by a sailing boat of about 33 feet, called "The Flying Dutchman", for a cruise to Borneo and New Guinea:

HEINZ GERHARD WREDE, born at Stettin on 22 February 1909, holder of a passport, No.13, issued on 10 January 1934 by the local German Consulate General, formerly in the employ of the S.M.P., at present residing at 232 Rte Vallon,

WILLIAM S. GATES, born at Joplin (Missouri) on 13 February 1907, holder of passport No.577361, issued at Washington on 23 February 1933 and extended till 23 February 1937 by the local American Consulate General on 22 January 1935,

GENE RUBIN, born at Tsaritsen (Russia) 29 December 1912, who stated to have been in Shanghai for about 11 years and to possess a passport, issued by the Chinese authorities, which had expired and which was in the course of being renewed, so that no particulars regarding his papers are available. Rubin is at present staying in the Y.M.C.A.

I should be much obliged to you if you could let me know whether anything is known against these persons from a political or moral point of view.

I may add that although the two persons firstmentioned do not require a visé for admission into Netherlands India they nevertheless will have to comply with the regulations of the Immigration authorities in that country.

I have the honour to be,

Sir,

Your obedient servant,

Chinese Secretary.

T.P. Givens, Esquire,
Deputy Commissioner (Special Branch),
Shanghai Municipal Police,

SHANGHAI.

D. S. Larson
1935/4/35.

No. 1282 is not
a new individual
in the file.

\$2. For
report
please.
DMS

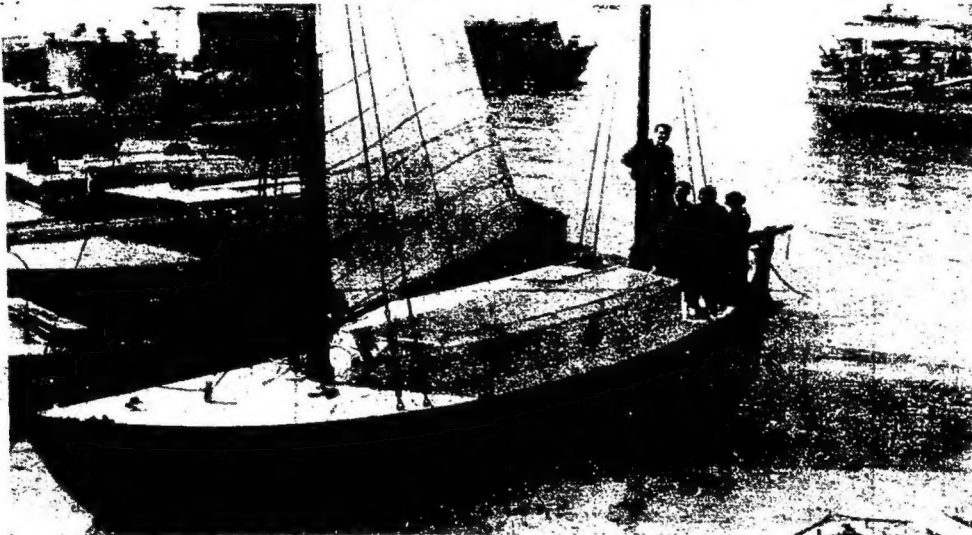
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SHANGHAI MUNICIPAL POLICE
S. S. REGISTRY.

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THE SHANGHAI TIMES, TUESDAY, APRIL 2, 1935

TINY CRAFT TO START QUEST FOR GOLD TO-DAY



Three intrepid Shanghailanders will reef their sails to-day and set forth on the first leg of their 15,000 mile treasure hunt; a quest that will take them into many strange corners of the world. Their boat, "The Flying Dutchman," is a 33-foot, two-masted sailing cutter; it is equipped with a small cabin fitted with two bunks and a tiny galley. In

the above picture two of the boys are receiving a fond farewell from two of Shanghai's fair sex, the third boy is showing his lady friend the mysteries of the cabin, and failed to get in the photograph. Reading from left to right: H. G. Wrede, W. S. Gates, Ira Favorsky and Milla Eusefovich.

[Ah Fong.]